



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 13

Week: 44/15

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (dpw)
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<http://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=13>

COMDTPUB P16502.6, Light List Volume VI, 2015 Edition and Coast Pilot Volume 7, 2015.
Coast Pilots, along with corrections, are available at: <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>.

UNITED STATES COAST GUARD NAVIGATION INFORMATION SERVICE (NIS)

The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information for GPS and DGPS. The NIS also disseminates Safety Broadcasts / Broadcast Notice to Mariners (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). NANU notices can also be obtained via e-mail subscription through the USCG Navigation Center website:

<http://www.navcen.uscg.gov/?pageName=GPS>.

In addition, the NIS investigates all reports of degradation or loss of GPS or DGPS service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: webmaster@navcen.uscg.mil, or on the World Wide Web: <http://www.navcen.uscg.gov>.

BROADCAST NOTICE TO MARINERS

This section contains a range of all the significant Broadcast Notice to Mariners (BNM's) on the date of this edition.

Originating Unit	Beginning BNM	Ending BNM
CGD THIRTEEN	D13-0927-15	D13-0948-15

ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
AI - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DAYMK/Daymk - Daymark
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MRASS - Marine Radio Activated Sound Signal
MSLD - Misleading
N/C - Not Charted

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
RRASS - Remote Radio Activated Sound Signal
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure

F - Fixed
fl - flash
Fl - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
USACE - Army Corps of Engineers
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition:

AIS - Automatic Identification System
LLNR - Light List Number
NM - Nautical Miles
CPA - Closest Point of Approach
RM - River Mile Marker

V-AIS - Virtual AIS
VTS - Vessel Traffic Service
WSDOT- Washington State Department of Transportation
NUWC - Naval Undersea Warfare Center
RAC - Racon

AtoN - Aids to Navigation
COTP - Captain of the Port
ODOT - Oregon Department of Transportation

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

COLUMBIA RIVER - WANAPUM LAKE – VANTAGE – Special bridge notice

Abhe & Svoboda Inc. performed painting operations on the Vantage Bridge crossing the Columbia River on Interstate 90, at river mile 420.0, through 01 Nov 15. Containments were constructed on spans 1 through 5. These containments reduced the maximum 73 foot vertical clearance up to 3 feet. The containments are being removed. Operation hours will be 0700 until 1700 Monday through Saturday. A safety boat will be in the water while crews are on the bridge and will monitor VHF-FM ch. 16 and will respond when hailed. Temporary floating platforms will be used in the vicinity of Span 1, and scaffolding will be lowered onto them on 09 and 10 Nov 15. Please contact Mr. Jake Kreglo with Abhe & Svoboda at (360) 907-8105, or jake.kreglo@abheonline.com for more information.

LNM: 44/15

WASHINGTON - POSSESSION SOUND – APPROACHES TO EVERETT - MUKILTEO – Demolition and dredging at the Mukilteo Tank Farm Pier (Revised from LNM 27/15)

Pacific Pile & Marine will commence demolition of the Mukilteo Tank Farm Fuel Pier located approximately .25 mile east of the Mukilteo Ferry Terminal. Operations are expected to commence 13 Nov 15 and last until 15 Feb 16, from 0700 to 1800 daily. The spud barge Web will have a material barge and the dump scow Mud Pup alongside, and will be assisted by the tug Sonja H. The Sonja H will tow the Mud Pup to the Port Gardner Non-Dispersive Disposal Site, located at approximate position 47-58.850 122-16.740 to dispose of the sediment collected at the project site. This will take place at least once daily during this time period. The vessels will monitor VHF-FM Ch. 5A and 13 and will use lights and day shapes per the Navigation Rules of the Road. Seven 3 foot regulatory buoys with white lights flashing every 15 seconds, visible for two miles will be deployed around the project perimeter. Mariners are requested to use caution and reduce wake when transiting the area. For additional information, contact Jim Luebeck at Pacific Pile & Marine at (206) 617-4335 or email at jiml@pacificpile.com.

Chart 18443

LNM: 44/15

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON – SR-520 Special Bridge Notice – Critical Navigation Notice – Part A (Revised from LNM 43/15)

The U.S. Coast Guard has established a temporary safety zone on Lake Washington around the east span of the SR-520 Bridge in Seattle, WA due to ongoing construction. The safety zone is necessary to ensure the safety of the maritime public and workers involved in the bridge construction when construction barges are located in the navigation channel under the east span of the bridge. The safety zone will prohibit any person or vessel from entering and remaining in the safety zone unless authorized by the Captain of the Port or his Designated Representative. The safety zone established in this rule encompasses all waters within 100 yards of the east span of the SR-520 Bridge. This rule is effective through 30 Dec 15.

From 0700 to 1700 on 01 Nov 15 through 30 Dec 15, with the exception of 09 Nov 15 through 20 Nov 15, the east navigation channel of the SR-520 Floating Bridge will be temporarily partially blocked by a flat deck spud barge. If additional clearance is required for safe passage of vessels with air draft of greater than 43 feet, mariners can contact tugboat Big Eagle on VHF-FM Ch. 16 and shifting the barge out of the east navigation channel can be arranged. Marine vessels shorter than 43 feet tall can continue to navigate through the west navigation channel. Boaters can contact tugboat Big Eagle on VHF-FM Ch. 16 for further information regarding the temporary blockage.

From 0000 to 2400 on 09 Nov 15 through 20 Nov 15, the east navigation channel of the SR-520 Floating Bridge will be temporarily partially blocked by a flat deck spud barge. If additional clearance is required for safe passage of vessels with air draft of greater than 43 feet, mariners can contact tugboat Big Eagle on VHF-FM Ch. 16 and shifting the barge out of the east navigation channel can be arranged. Marine vessels shorter than 43 feet tall can continue to navigate through the west navigation channel. Boaters can contact tugboat Big Eagle on VHF-FM Ch.

16 for further information regarding the temporary blockage.

Casings are to be installed west of the west navigation channel. Up to six construction barges may be operating in the area installing casings.

Chart 18447

LNM: 44/15

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON – SR-520 Special Bridge Notice – Critical Navigation Notice – Part B (Revised from LNM 43/15)

Center drawspan:

The center drawspan has been permanently blocked. The new floating bridge does not have a draw span.

East Span:

1. Navigation channel vertical clearance at the east span is restricted to 58 feet until approximately October 2016 when the full 70 foot vertical clearance will be established. The eastern navigation channel will be marked with red and green navigational buoys as shown in Enclosure (4) of LNM 10/15. The eastern navigation channel varies from 168 feet to 200 feet in width with the majority of it being over 180 feet wide.

West Span:

Exclusion area buoys and signage will mark the four Pontoon Alpha submerged anchor wires.

2. Eight temporary pilings (two groups of four pilings) marked with yellow lights flashing every 4 seconds (FI Y 4s) have been placed in the southeast part of Union Bay near the west end of the bridge for the temporary mooring of pontoons. Refer to LNM 05/13 chart 18447 for temporary chart corrections.

3. 12 temporary barge mooring pilings have been placed on the north side of the bridge just west of the west navigation channel and marked with quick flashing yellow lights (QY), which may be obscured at times when barges and other equipment are moored at the site.

4. The west navigation channel has been relocated to the west as depicted in enclosure (4) of LNM 28/15. The vertical clearance for the new channel has been reduced to 43 ft. Vessels with an air draft of greater than 43 feet but less than 58 feet may continue to use the east navigation channel.

Temporary Construction Buoys and Lighting; Eight temporary white mooring buoys (six on the north side and two on the south side) marked with white lights flashing every 4 seconds (FI W 4s) have been deployed near the bridge for the mooring of construction barges and shown as chart corrections in LNM 05/13 for chart 18447.

West Approach Project: Complete

For additional information, contact Mr. Ben Nelson at (425) 864-4127 or email Ben.Nelson@Kiewit.com.

Chart 18447

LNM: 44/15

WASHINGTON – APPROACHES TO EVERETT – SNOHOMISH RIVER AND STEAMBOAT SLOUGH – Bridges notice

The U.S. Coast Guard has approved a deviation to the operating schedule of the Burlington Northern Santa Fe (BNSF) Steamboat Slough Bridge (LLNR 18594.8) in Marysville, WA. This deviation allows the BNSF swing bridge at mile 1.0 to remain in the closed position, and need not open for maritime traffic from 0600 on 29 Nov 15 until 2359 on 20 Dec 15. All other times, the bridge shall operate in accordance with 33 CFR 117.35(e). The operator contact information is cell 425-220-8097, or office 425-304-6563.

Chart 18443

LNM: 44/15

IDAHO – GPS testing (Revised from LNM 41/15)

The GPS navigation signal may be unreliable due to testing on GPS frequencies used by shipboard navigation and handheld systems. Systems that rely on GPS, such as e-911, AIS and DSC, may be affected at an approximate testing center point of 42-22.73N, 115 45.21W, with a possible impact radius of 357 NM from center point. GPS testing is scheduled to be conducted at the Mountain Home Training Range, ID at the following times and dates:

02-04 Nov 15, 0000Z-0530Z and 1730Z-2359Z

05 Nov 15, 0000Z-0130Z and 1730Z-2359Z

06 Nov 15, 1730Z-2359Z

07 Nov 15, 0000Z-0130Z

08 Nov 15, 2000Z-2359Z

More information is available at the U.S. Coast Guard Navigation Center web site www.navcen.uscg.gov. During this period GPS users are encouraged to report any GPS service outages that they may experience to the Navigation Information Service by calling (703) 313-5900 or by

using the Navigation Center's web site to submit a GPS problem report.

LNM: 44/15

NATIONAL TRANSPORTATION SAFETY BOARD - Vessel Traffic Service Study

The National Transportation Safety Board's Safety Research Division is conducting a study to assess the effectiveness of Vessel Traffic Service (VTS) systems operated by the U.S. Coast Guard and is seeking feedback from waterway users that operate within a U.S. Coast Guard VTS Area. For directions on how to provide feedback, please go to http://www.nts.gov/safety/safety-studies/Pages/VTS_Safety_Study.aspx or call (202) 314-6175.

LNM: 43/15

OREGON – COQUILLE RIVER ENTRANCE – Port of Bandon dredging

The Port of Bandon will conduct dredging in the launch ramp and boat basin areas. Operations will be conducted 24 hrs a day, 7 days a week until 15 Feb 16. The submersible pipeline dredge Laura will operate along with the tender Ms. SoHo. The spoils pipe from the Laura is black, striped, and 10 inches in diameter. The location of the pipe end (outfall) will remain the same at approximately 43-07-15.560N, 124-24-54.000W throughout all phases of the project. Buoys will mark the 100 foot section of piping that will extend into the Coquille River. A 25 ft sealed pipe associated with the project will be anchored in the vicinity of the project. Mariners are requested to remain 75 ft away from the dredging equipment and minimize wake. For more information contact project manager Mr. Jack Akin, MS, PE, at (541) 261-9929 or email emc@emcengineerscientists.com.

Chart 18588

LNM: 43/15

COLUMBIA RIVER – HARRINGTON POINT TO CRIMS ISLAND – Port of Westward pile driving

Advanced American Construction will be performing pile driving work at the Port of Westward, Columbia River RM 53.5. The derrick barge AAC Millennium will be on station from 22 Oct 15 through 31 Dec 15 working 0700 to 1730 Monday through Saturday. The derrick barge will be secured on anchors near the Port of Westward facility. Anchor locations will be marked by yellow crown buoys. The derrick barge and crown buoys will be illuminated at the corners with steady burning white lights at night. Mariners are requested to stay 250 feet away from the derrick barge and use extreme caution when transiting the area. Mariners are also requested to minimize their wake in the work zone. During operating hours, the derrick barge will be monitoring VHF-FM Ch. 13 and 16. For more information contact Mr. Scott Sells at 503-484-0575 or Mr. Lou Cornelson at (503) 969-0261 or email LouC@callaac.com.

Chart 18523

LNM: 43/15

COLUMBIA RIVER - VANCOUVER TO BONNEVILLE - Bridge Special Notice

The Hood River Bridge, at river mile 169.8, cannot open to marine traffic until further notice due to an allision. The Port of Hood River is working on evaluating when or how much the span can be safely opened. The lift span incurred significant damage after a vessel hit the bridge, and the visual resulting damage is the span is not safe to open until engineers can conduct a full inspection. Vessels which do not require a bridge opening may continue to transit beneath the bridge during this closure period.

Chart 18532

LNM: 43/15

WASHINGTON – PUGET SOUND – Temporary safety zones around drilling vessels

The U.S. Coast Guard has established temporary safety zones around the vessels Polar Pioneer and Noble Discoverer as well as any vessel actively engaged in towing or escorting those vessels while they are located in the U.S. territorial and internal waters of the Sector Puget Sound Captain of the Port Zone. These safety zones have been created to ensure the mutual safety of all waterways users including the specified vessels and those individuals that may desire to exercise their First Amendment rights. While transiting, the safety zone around each of the vessels will encompass all waters within 500 yards of the vessels in all directions. The safety zones are in effect until 31 Dec 15. Persons and/or vessels that desire to enter these safety zones must request permission to do so from the Captain of the Port, Puget Sound by contacting the Joint Harbor Operations Center at (206) 217-6002, or the on-scene law enforcement patrol craft, if any, via VHF-FM Ch.16. To view the temporary final rule establishing these safety zones in the docket, go to <http://www.regulations.gov>, type USCG.2015-0295 in the search box and click search. Click on the Open Docket Folder on the line associated with this rule.

Charts: 18421 18440 18460 18465

LNM: 43/15

WASHINGTON - PUGET SOUND - SEATTLE TO BREMERTON - SINCLAIR INLET- Puget Sound Naval Shipyard Harbor Security Small Boat Attack Exercise

Naval Base Kitsap Security Department and Harbor Patrol Unit will conduct a Small Boat Probe/Small Boat Attack exercise from 1500 to 1600 on 05 Nov 15 in the vicinity of the Puget Sound Naval Shipyard (PSNS) waterfront. During the exercise one opposing forces boat will initiate the exercise within the established Navy Security Zones at PSNS with small arms firing blank ammunition. There will be additional blank ammunition fire returned on the opposing forces from the Naval Base Kitsap Harbor Patrol Unit Security watchstanders onboard Harbor Security Boats 23, 29, 05 and 10. Navy security boats will monitor VHF-FM channels 12, 16 and 65. The exercise will be conducted in an area bound by the following points:

47-33-06.000N, 122-39-25.000W

47-32-29.000N, 122-39-32.000W
47-33-31.000N, 122-37-44.000W
47-32-54.000N, 122-37-44.000W

Mariners are requested to use caution, reduce speed and keep a safe distance from the exercise. For additional information, contact LT Richard Emerson at (360) 340-4023 (Cell), or MAC(SW/AW/EXW) Michael Reyes at (210) 952-0410 (Cell).

Chart 18452

LNM: 43/15

WASHINGTON – LAKE WASHINGTON SHIP CANAL – Montlake Bridge Special Bridge Notice (Revised from LNM 42/15)

The U.S. Coast Guard has issued a temporary deviation from the normal operating schedule that governs the Montlake Bridge over the Lake Washington Ship Canal, mile 5.2. The Montlake Bridge need not open the draw for marine vessels during heavy road traffic for the University of Washington football games on the following dates and times:

- 31 Oct 15 1730 to 2000 and 2330 to 0130 on 01 Nov 15
- 07 Nov 15 1400 to 1630 and 1930 to 2130
- 27 Nov 15 TBD

Please note that the game times have not yet been determined due to NCAA television scheduling. The deviation is necessary to accommodate vehicular traffic attending football games at Husky Stadium at the University of Washington, Seattle, WA. Vessels which do not require a bridge opening may continue to transit beneath this bridge during the closure. The bridge will be required to open, if needed, for vessels engaged in emergency response operations during this closure period. This deviation would allow the bridge to remain in the closed position two and a half hours before and two and a half hours after each game. The U.S. Coast Guard will inform the users of the waterway through our Local Broadcast Notices to Mariners of any change in this operating schedule. The bridge shall operate in accordance to 33 CFR § 117.897 at all other times.

Chart 18447

LNM: 43/15

COLUMBIA RIVER – COLUMBIA AND METHOW RIVER JUNCTION - Dredging at the Methow Boat Launch in Pateros, WA

Pacific Pile and Marine will conduct dredging operations at the Methow Boat launch and swim area in Pateros, WA upstream from the Wells Dam from 02 Nov 15 through 25 Nov 15. Hours of operations will be from 0600 to 1600 Monday through Saturday. A 40' x 80' flexi-barge will be the dredging platform. Small boats will be used to position the barge as necessary. The barge will monitor VHF-FM Ch. 18 and 19. Mariners should exercise caution when transiting in the area and keep clear of the barge and related appendages. For additional information please contact Mr. Stewart Willis at (253) 549-3257 or Mr. Jason Eley at (253) 334-7603.

LNM: 42/15

OREGON - WILLAMETTE RIVER – PORT OF PORTLAND – Special Bridge Notice

The U.S. Coast Guard has issued a temporary deviation from the operating schedule that governs the Hawthorne Bridge (LLNR 14955.6) across the Willamette River, mile 13.1 at Portland, OR. This deviation is necessary to accommodate maintenance repairs to the bridge lifting mechanism. This deviation allows the bridge to remain in the closed to navigation position to allow safe and timely movement of workers from 0500 until 1700 on 15 Nov 15. The Hawthorne Bridge provides 49 feet of vertical clearance in the closed position, and this clearance is referenced to the vertical clearance above Columbia River Datum 0.0. Vessels which do not require a bridge opening may continue to transit beneath the bridge during this closure period. This deviation allows the Hawthorne Bridge across the Willamette River, to remain in the closed position and need not open for maritime traffic from 0500 until 1700 on 15 Nov 15. The bridge will not be able to immediately open for emergencies, and there is no immediate alternate route for vessels to pass. However, with a two hour notification for an emergency opening request, the lift mechanism may be reassembled for the lift span to be opened.

Chart 18526

LNM: 42/15

WASHINGTON – PUGET SOUND – YUKON HARBOR/MANCHESTER FUEL PIER – Temporary safety zone

The U.S. Coast Guard is establishing a temporary safety zone encompassing all navigable waters within a designated area in the vicinity of the Manchester fuel pier, Manchester, WA. This safety zone is necessary to ensure the safety of the waterway users and participants of a maritime training exercise. The temporary safety zone will prohibit any person or vessel not involved in the training exercise from entering or remaining in the safety zone unless authorized by the Captain of the Port, Puget Sound or his designated representative. The rule is effective from 0700 02 Nov 15 until 1800 08 Nov 15. The rule will be enforced during actual training operations occurring within the period while exercise participants are present in the safety zone. To view this rule in the federal register go to <http://www.regulations.gov>, type USCG-2015-0943 in the Search box and click Search. Click on Open Docket Folder on the line associated with this rule. For additional information contact LT Kate Haseley at (206) 217-6051 or email SectorPugetSoundWWM@uscg.mil.

Charts: 18440 18449

LNM: 42/15

WASHINGTON – SNOHOMISH RIVER – Bridge Special Notice (revised from LNM 40/15)

The U.S. Coast Guard has approved a deviation to the operating schedule of the Burlington Northern Santa Fe (BNSF) Railroad Bridge 37.0 (LLNR 18591.1) in Marysville, WA. This deviation allows the BNSF RR Bridge 37.0, at mile 3.5 crossing the Snohomish River, to remain in the

closed to navigation position for maintenance, and need not open for maritime traffic from 1000 until 1600 from 01 Nov 15 through 15 Nov 15; except, the bridge will remain in the closed to navigation position from 0800 until Midnight on 10 Nov 15, and from 0800 until Midnight on 12 Nov 15. This maintenance has been scheduled, and is funded as part of the Cascade Corridor Improvement Project. Vessels able to pass through the bridge in the closed to navigation position may do so at anytime. The bridge will be required to open, if needed, for vessels engaged in emergency response operations during this closure period, but any time lost to emergency openings will necessitate a time extension added to the approved dates. The bridge shall operate in accordance to 33 CFR § 117 Subpart A at all other times. For more information, contact Mr. Jeff Swanson at (425) 304-6663 or jeff.swanson@bnsf.com.

Chart 18443

LNM: 42/15

COLUMBIA RIVER AND APPROACHES – FORT STEVENS DGPS SITE - DGPS off-air time

The U.S. Coast Guard Navigation Center has approved off-air time for the Fort Stevens, OR, DGPS site to conduct equipment maintenance from 0900 until 1100 on 10 Nov 15, with an alternate time of 0900 until 1100 on 12 Nov 15. There will be a minimal loss of coverage during these times. For additional information or objections, contact the Navigation Center DGPS Operations at (703) 313-5902 or at <http://www.navcen.uscg.gov/?pageName=dgpsSiteInfo¤tOutages>.

Charts: 18500 18520 18521

LNM: 41/15

COLUMBIA RIVER – HARRINGTON POINT TO CRIMS ISLAND – Outfall pipe work

A contractor will be performing emergency work on an outfall pipe located at Columbia River mile 41 on the Oregon side. Work includes diving operations. Both the alpha flag and diver down flags will be displayed when diving. The vessel AAC Dive Boat will be on station from 15 Oct 15 through 20 Dec 15 working Monday through Friday 0700 to 1700. The vessel will be moved off station during non-working hours and days. Onsite equipment will monitor VHF-FM 13 during working hours. Mariners are requested to reduce speed and avoid the work area. For additional information contact Mr. Scott Miller at (503) 568-4313 or email ScottM@callaac.com.

Chart 18523

LNM: 41/15

WASHINGTON – AREA TO BE AVOIDED - OLYMPIC COAST NATIONAL MARINE SANCTUARY - Temporary surface buoy deployment

NOAA has recovered most of its Olympic Coast National Marine Sanctuary scientific moorings and deployed one scientific mooring for the winter. The mooring is marked with a bright orange surface float. The mooring is located off Teahwhit Head at a depth of 42 meters at approximate position 47-52.560N 124-44.000W and will be in place until approximately June 2016. Two of the moorings previously set during the summer were not present on their assigned stations and are considered missing or adrift. Mariners are advised to use caution while transiting the area. For additional information contact LTJG Justin Ellis at voc.ocnms@noaa.gov or (360) 457-6622 x 14.

Charts: 18480 18500

LNM: 41/15

WASHINGTON – PUGET SOUND - HOOD CANAL AND DABOB BAY - Temporary Test Barge Being Deployed

Naval Surface Warfare Center Detachment Puget Sound will be conducting test operations from mid-October to mid-November 2015 on Hood Canal in waters west of the Subase Bangor waterfront from an ocean-going Navy barge moored in approximate position 47-44-0.5022N, 122-45-58.2948W for the duration of the test period. The barge, M241, will be held in place by a three point moor with anchors to the north, south and east of the barge and will monitor VHF-FM Ch. 88A. The anchors will be marked with white buoys with blue stripes. Five yellow, unlighted test mooring balls will be laid to the west of the moor during this test. Mariners are requested to not pass between the barge and test mooring balls. Manson Construction will be deploying the mooring system on 20 Oct 15 with the placement of barge M241 on 23 Oct 15. The barge will be manned 24 hours a day seven days a week with testing taking place from 0630-1830 six days a week. The barge is scheduled to be removed in mid November on or about 21 Nov 15. Mariners are advised to not pass within 200 yards of barge M241. For additional information please contact Mr. Jason Brustad at (360) 396-2958 or (360) 731-2909, or email: Jason.brustad@navy.mil.

Chart 18476

LNM: 41/15

WASHINGTON – LAKE WASHINGTON SHIP CANAL – HIRAM M CHITTENDEN LOCKS – Annual extended maintenance closure period

The Hiram M Chittenden large lock will close to all marine traffic for annual maintenance from 0900 on 10 Nov 15 to 1700 on 02 Dec 15. Although typically scheduled for two weeks, an additional week is required for de-watering and added maintenance. De-watering operations may take additional time while the original, 100-year old pump plant is being replaced. The maintenance crew will use smaller portable pumps to de-water while the pump plant is out of service. For the added maintenance, wood sill beams will be replaced with high density polyethylene (HDPE) beams. For additional information contact lockmasters Mr. Larry Meyer or Ms. Vickie Shepard at (206) 789-2622 ext. 230, or Public Affairs Officer Mr. Bill Dowell at (206) 764-3464.

Chart 18447

LNM: 41/15

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
765	Duntze Rock Lighted Whistle Buoy 2	ADRIFT	18485	0948-15	44/15	
10585	Eureka Dike Light 77	STRUCT DMGD	18523	0250-14	15/14	
11150	Willow Dike Light 23	STRUCT DEST	18525	0174-14	10/14	
11770	Bonneville Pool Light 4	STRUCT DEST/LT EXT	18531	0905-10	37/10	
15186	Willapa Bay Entrance Lighted Buoy C	OFF STA	18504	0910-15	43/15	
15585	Point Chehalis Range Front Light	DAYMK MISSING/STRUCT DMGD	18502	1012-09	50/09	
15585	Point Chehalis Range Front Light	LT EXT	18502	0067-13	03/13	
15610	Grays Harbor South Reach Range A Front Light	LT EXT	18502	0746-15	35/15	
16150	Duntze Rock Lighted Whistle Buoy 2	ADRIFT	18485	0948-15	44/15	
16405	Puget Sound Traffic Separation Lane Lighted Buoy SA	RAC INOP	18471	0938-15	44/15	
17090	Browns Point Light	REDUCED INT	18453	0870-15	41/15	
18560	Snohomish River Range A Front Daybeacon	DAYMK DMGD	18444	0009-13	02/13	
18570	Snohomish River Range B Front Daybeacon	STRUCT DEST	18444	1061-14	49/14	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
16405	Puget Sound Traffic Separation Lane Lighted Buoy SA	RELIGHTED	18471	0937-15	43/15	44/15
18085	Point Herron Light 12	WATCHING PROPERLY	18452	None	43/15	44/15

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
10445	Unitizing Dock Light	LT EXT	18523	0929-15	44/15	
11912	White Salmon Shoal Lighted Buoy 33	LT IMCH	18531	0945-15	44/15	
16310	Port Angeles Terminal 1 Light A	LT EXT	18468	0942-15	44/15	
16311	Port Angeles Terminal 1 Light B	LT EXT	18468	0943-15	44/15	
16313	Port Angeles Terminal 1 Light D	LT EXT	18468	0944-15	44/15	
16795	ACOE Shilshole Bay South Lighted Mooring Buoy	MISSING	18446	0267-14	16/14	
18175	Upper Guide Wall Light	LT EXT	18446	0932-15	44/15	
18508	NOAA Sea Lion Float Light E	OFF STA	18444	0852-15	39/15	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
10585	Eureka Dike Light 77	RELOCATED	18523	0250-14	15/14	
11150	Willow Dike Light 23	TRLB	18525	0177-14	10/14	
11770	Bonneville Pool Light 4	TRLB	18531	0909-10	38/10	
18013	Wyckoff Regulatory Buoy B	Other	18449	0683-15	32/15	
18750	Crescent Harbor Navy Pier Light	DISCONTINUED	18423	0567-15	25/15	

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections. This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR					CGD01	
(Temp)	ADD	NATIONAL DOCK CHANNEL BUOY 3			at 40-41-09.001N	074-02-48.001W
		Green can				
	Corrective Action	Object of Corrective Action			Position	

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

18400	49th Ed.	01-APR-12	Last LNM: 38/15	NAD 83		44/15
Chart Title: Strait of Georgia and Strait of Juan de Fuca						
Main Panel 1656 STRAIT OF GEORGIA AND STRAIT OF JUAN DE FUCA. Page/Side: N/A						
CHANGE	Port Angeles Terminal 2 Light 2			CGD13		
	FI R 2.5s Priv			at 48-07-20.794N		123-25-49.170W

18440	30th Ed.	01-OCT-10	Last LNM: 40/15	NAD 83	44/15
<i>ChartTitle: Puget Sound</i>					
Main Panel 1688 PUGET SOUND. Page/Side: N/A					
CHANGE	Port Angeles Terminal 2 Light 2 FI R 2.5s Priv			CGD13 at 48-07-20.794N	123-25-49.170W
18453	27th Ed.	01-MAR-13	Last LNM: 24/15	NAD 83	44/15
<i>ChartTitle: Tacoma Harbor</i>					
Main Panel 1716 TACOMA HARBOR. Page/Side: N/A					
CHANGE	tabulation - Blair Waterway http://ocsddata.ncd.noaa.gov/ntm/SupportImage.aspx?ItemID=260384 ; tabulation - Blair Waterway (NOS NW-25383)			NOS 47-14-52.000N	122-23-06.000W
18465	39th Ed.	01-OCT-11	Last LNM: 38/15	NAD 83	44/15
<i>ChartTitle: Strait of Juan de Fuca-eastern part</i>					
Main Panel 1723 STRAIT OF JUAN DE FUCA EASTERN PART. Page/Side: N/A					
CHANGE	Port Angeles Terminal 2 Light 2 FI R 2.5s Priv			CGD13 at 48-07-20.794N	123-25-49.170W
18468	19th Ed.	01-SEP-12	Last LNM: 51/13	NAD 83	44/15
<i>ChartTitle: Port Angeles</i>					
Main Panel 1725 PORT ANGELES. Page/Side: N/A					
CHANGE	Port Angeles Terminal 2 Light 2 FI R 2.5s Priv			CGD13 at 48-07-20.794N	123-25-49.170W
18502	87th Ed.	01-SEP-11	Last LNM: 35/15	NAD 83	44/15
<i>ChartTitle: Grays Harbor;Westhaven Cove</i>					
CHART WA - GRAYS HARBOR. Page/Side: N/A					
DELETE	Cow Point Reach Range "J" Front Light at:			CGD13 46-57-51.758N	123-49-02.749W
DELETE	Cow Point Reach Range "J" Rear Light and delete the range line between range lights at:			CGD13 46-57-54.302N	123-48-51.179W
ADD	Aberdeen Reach Light FI W 4s 17 Ft, 3 Naut Mi			CGD13 at 46-57-51.758N	123-49-02.749W

SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

Advance Notice(s)

WASHINGTON – STRAIT OF JUAN DE FUCA – EASTERN PORTION – Disestablishment of Minor Island Light and movement of Smith Island Light

The U.S. Coast Guard will be discontinuing Minor Island Light (LLNR16380) and moving Smith Island Light (LLNR 16375) from land to a location between Smith and Minor Islands, at approximate position 48-19-13.631N 122-49-51.121W. This relocation is due to the collapse of the tower at Minor Island, the loss of land mass at that location due to erosion and the deterioration of the tower structure and foundation on Smith Island Light. This relocation should be accomplished during the month of December 2015. The light characteristic, intensity and range will remain the same as is currently displayed at Smith Island Light.

Chart	18465	LNM: 43/15
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WASHINGTON – STRAIT OF JUAN DE FUCA – EASTERN PORTION – SEQUIM BAY - Changes to aids to navigation in Sequim Bay

The U.S. Coast Guard is making the following changes to the aids to navigation system for Sequim Bay, WA during the month of December 2015:

- Replace Sequim Bay Entrance Lighted Buoy 2 (LLNR 16416) with Sequim Bay Entrance Light 2 (LLNR 16410), displaying a red light flashing every 4 seconds (FI R 4s) with a nominal range of 4 NM, and red triangular dayboards.
- Replace Sequim Bay Entrance Buoy 4 (LLNR 16420) with Sequim Bay Entrance Daybeacon 4 (LLNR 16415), displaying red triangular dayboards.
- Replace Sequim Bay Buoy 5 (LLNR 16425) with Sequim Bay Daybeacon 5 (LLNR 16421), displaying green square dayboards.
- Replace Sequim Bay Buoy 7 (LLNR 16430) with Sequim Bay Daybeacon 7 (LLNR 16426), displaying green square dayboards.
- Replace Sequim Bay Buoy 9 (LLNR 16435) with Sequim Bay Daybeacon 9 (LLNR 16431), displaying green square dayboards.
- Replace Sequim Bay Buoy 10 (LLNR 16440) with Sequim Bay Daybeacon 10 (LLNR 16436), displaying red triangular dayboards.

Charts: 18440 18465 18471 LNM: 43/15

WASHINGTON – PUGET SOUND (NORTHERN PART) – HOOD CANAL – Changes to aids to navigation at Port Gamble

During the month of January 2016, the U.S. Coast Guard is making the following changes to the aids to navigation system for Port Gamble, WA:

- Disestablish Port Gamble Range Front Daybeacon (LLNR 17735) as it is no longer necessary for safe navigation in the waterway.
- Disestablish Port Gamble Range Rear Daybeacon (LLNR 17740) as it is no longer necessary for safe navigation in the waterway.
- Replace Port Gamble Lighted Buoy 2 (LLNR 17744) with Port Gamble Light 2 (LLNR 17741), a fixed structure in position 47-51-49.000N 122-34-42.000W, displaying a flashing red 2.5 second light (FI R 2.5s) with a four (4) nautical mile range.
- Relocate Port Gamble Light 3 (LLNR 17745) to 47-51-49.000N 122-34-36.500W to be abeam of Port Gamble Light 2. Rename as Port Gamble Light 1 (LLNR 17736) and change the light characteristic to flashing green every 2.5 seconds (FI G 2.5s) with a four (4) nautical mile range.
- Replace Port Gamble Lighted Buoy 4 (LLNR 17747) with Port Gamble Light 4 (LLNR 17751), a fixed structure in position 47-51-32.562N 122-34-42.000W, displaying a flashing red 4 second light (FI R 4s) with a four (4) nautical mile range.
- Relocate Port Gamble Light 5 (LLNR 17750) to 47-51-32.562N 122-34-36.482W to be abeam of Port Gamble Light 4. Rename as Port Gamble Light 3 (LLNR 17746) and change the light characteristic to flashing green every 4 seconds (FI G 4s) with a four (4) nautical mile range.

Charts: 18445 18473 18477 LNM: 43/15

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

Proposed Change Notice(s)

WASHINGTON – PUGET SOUND (NORTHERN PART) – SWINOMISH CHANNEL SOUTH ENTRANCE – Swinomish Channel South Entrance Range Front Light removal of high intensity beam and reduction of Snohomish River Range Rear Light arc of visibility

The U.S. Coast Guard is proposing to remove the high intensity beam from Swinomish Channel South Entrance Range Front Light (LLNR 18820) to facilitate the installation of a LED lantern and to increase the light signal reliability. The current light intensity will be increased. In addition, the arc of visibility of Snohomish Range Rear Light (LLNR 18825) will be reduced from 14° either side of the channel centerline to 5.5° either side. This is to limit the visibility of the light at the south of Goat Island and to reduce the potential of the light being seen south of Skagit Buoy 12 (LLNR 18780) and north of Seal Rocks Light 14 (LLNR 18880).

Charts: 18421 18423 18427

LNM: 43/15

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

SUMMARY OF BRIDGE LIGHTING DISCREPANCIES AND CORRECTIONS

The summary of Bridge Lighting Discrepancies and Corrections is listed in Enclosure (1) of this Local Notice to Mariners.

LNM: 44/15

SUMMARY OF DREDGING OPERATIONS

The summary of Dredging Operations is listed in Enclosure (2) of this Local Notice to Mariners.

LNM: 44/15

SUMMARY OF MARINE EVENTS

The summary of Marine Events is listed in Enclosure (3) of this Local Notice to Mariners.

LNM: 44/15

OREGON – COOS BAY – McCullough (US101) Bridge repair

ODOT is conducting a repair project on the McCullough Bridge (LLNR 9009) at mile 9.5 over Coos Bay on Hwy. US 101. The project will be completed sometime in 2017. The repairs are on the north side of Jarvis Upper Range 'B' Front Light (LLNR 8960) outside the main navigation channel. Two 2000 foot temporary work bridges have been constructed for the project, but will not encroach into the navigation channel. The temporary bridges will be built on steel piles placed 45 feet apart. Enclosure (5) of LNM 44/13 shows the diagram and aerial view of the project.

Chart 18587

LNM: 44/13

OREGON – WILLAMETTE RIVER – HARRISBURG - Navigation hazard

A navigation hazard has been reported south of Harrisburg, OR, in the vicinity of the Union Pacific Railroad Bridge at 44-14.889N, 123-10.471W, Willamette River mile 164.3. As shown in enclosure (4) of LNM 26/15, debris has accumulated under the bridge and a rock formation encroaches in the navigation channel. Mariners should approach this area with caution.

LNM: 23/15

OREGON - WILLAMETTE RIVER - PORTLAND TO WALNUT EDDY - Sellwood Bridge construction (Revised from LNM 37/15)

The Sellwood Bridge (LLNR 14995) at RM 16.6 on the Willamette River is under construction until November 2016. A no wake zone is in effect within 500 feet of the bridge. The marked navigable channel at the bridge has been relocated. Two debris booms have been added to the construction site on the upstream side of the project, as shown in enclosure (5) of LNM 28/14. Each boom is held in place by multiple pilings, which are marked with flashing yellow lights and yellow reflective tape. Mariners are cautioned to observe the temporary navigation buoys and bridge navigation lighting and comply with the exclusion area established by both the buoys and signage. For additional information, contact Mr. Chad Yount at (520) 468-9550 or email cayount@sundt.com.

Chart 18528

LNM: 39/15

OREGON - WILLAMETTE SLOUGH - MINTO ISLAND PEDESTRIAN & BICYCLE BRIDGE - Special bridge notice

Legacy Contracting, Inc. is constructing the Minto Island Pedestrian/Bicycle Bridge in Salem, OR, in the vicinity of Riverfront Park Playground at 44-56-19.000N, 123-02-43.000W. The construction work will be Monday through Sunday 24 hours per day until 15 Oct 16. Mariners can expect overhead cranes and pile driving while constructing temporary trestles with overhead hazards of a vertical clearance of 10 feet. A temporary 40 foot wide channel will be marked with signs for passage under the bridge and through the construction zone. Regulatory orange and white buoys will also be placed marking the construction area requesting no wake and bridge construction. For additional information, contact Mr. Monte Nunnally at (503) 510-7624 or Mr. Todd Ross at (503) 749-1818, or email: ToddR@LegacyContractingInc.com.

LNM: 22/15

WASHINGTON – GRAYS HARBOR – HOQUIAM RIVER – Regulation Change for the Simpson Avenue Bridge

A regulation change has been approved and is filed in the Federal Register for the Simpson Avenue Bridge (LLNR 16071.2), Hoquiam River RM 0.5, Hoquiam, WA. The USCG received no comments after a Notice was made available for comment that ended on 12 Jan 15. The new rule is effective from 0700 on 01 Apr 15 to 1800 on 30 Nov 15, and will allow the Washington Department of Transportation (WSDOT) to temporarily operate and open one half of the span, single leaf, for vessel traffic, and change the notification time to two hours for an opening. One half of the bridge will have scaffolding and containment installed for the work while the other half is operable to marine traffic. The normal vertical clearance with the bridge in the closed position is 35 feet, however, with the containment installed the clearance will be lowered by 10 feet to 25 feet. Also, the normal full horizontal clearance is 125 feet, but using a single leaf opening the clearance is reduced to less than half to 44 feet and 52 feet. Please review enclosure (5) of LNM 15/15 for a detailed description of the single leaf horizontal clearance. For more information, contact Mr. Geoff Swett at swettg@wsdot.wa.gov.

Chart 18502

LNM: 12/15

WASHINGTON – PUGET SOUND (NORTHERN PART) - HOOD CANAL – Hood Canal Drawbridge (Revised from LNM 37/15)

Manson Construction Company will be replacing anchor cables on the Hood Canal floating drawbridge (LLNR 17769). The work hours will be 24 hours a day, Monday through Saturday until the end of the project. Vessels able to pass through the East and West spans may do so at anytime. The East span provides 50 feet of vertical clearance, and the West span provides 35 feet of vertical clearance. The Main span does not provide passage in the closed-to-navigation position. The bridge will be able to open half the Main span for Navy vessels during emergencies, when requested by the Department of the Navy. The location of the operation is an area bound by the following coordinates:

47-52-00.238N, 122-38-05.670W

47-51-58.369N, 122-38-02.352W

47-52-07.639N, 122-37-50.818W

47-51-53.416N, 122-37-07.302W

47-51-49.528N, 122-37-00.403W

47-51-16.236N, 122-37-41.832W

47-51-20.123N, 122-37-48.730W

47-51-47.207N, 122-38-16.239W

47-51-55.721N, 122-38-05.647W

47-51-57.589N, 122-38-08.965W

Tug Harry M and Derrick Barge Southman will be operating on site, monitoring VHF-FM Ch. 13 and 14. There will be two additional barges on scene as well. All vessels will be lighted in accordance with the Navigation Rules at night. DB Southman will be secured to the bridge on one side of the vessel, on the other side it will be secured with two anchors. White buoys marked with white lights will mark the position of the anchors. Mariners are requested to not cross above derrick barge anchor wires. Two mooring buoys have been placed at approximate position 47-52-24.260N, 122-37-21.250W and 47-52-13.000N, 122-36-16.133W. The mooring buoy will be used to secure vessels when rough weather and sea conditions are expected and/or during non-working days, and will be marked with a white light. Mariners are requested to minimize wake in the operations area.

Chart 18476

LNM: 38/15

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – DRAYTON HARBOR – Dakota Creek bridge seismic retrofit

Whatcom County Public Works will conduct a seismic retrofit to the Dakota Creek bridge that carries Portal Way starting 15 May 15 through 30 Nov 15. Work hours will be 0700 to 1700 Monday through Friday. The retrofit will include a temporary overwater work platform and large cofferdams around each pier. A construction barge may be present at random intervals. Work platforms and cofferdams may restrict access to the navigable channel to 50% at high water. Mariners transit the area with caution and communicate with construction workers when in close proximity to the project. The construction inspector may be contacted at (360) 815-3435 to arrange for safe passage. For additional information, contact Mr. Doug Ranney at (360) 715-7450 or email at: dranne@co.whatcom.wa.us.

Chart 18421

LNM: 17/15

COLUMBIA AND SNAKE RIVERS – Winter seasonal recreational vessel lockage

Winter recreational vessel lockage will be made during daylight hours only, on request at each of the USACE Walla Walla District locks through 14 May 16. Vessels can contact the lock operator via VHF-FM Ch. 14 or commercial telephone.

McNary Lock and Dam at Columbia River Mile 292, 541-922-2231
Ice Harbor Lock and Dam at Snake River Mile 9.7, 509-543-3253 x231
Lower Monumental Lock and Dam at Snake River Mile 41.6, 509-282-7231
Little Goose Lock and Dam at Snake River Mile 70.3, 509-399-2233 x231
Lower Granite Lock and Dam at Snake River Mile 107.5, 509-843-1493 x231

Commercial vessels continue to have lockage precedence over recreational vessels. At the discretion of the lock operator, recreational vessels may be allowed to lock through with commercial vessels. All vessel owner/operators lock through at their own risk. All persons in the vessel must be wearing a personal flotation device (PFD) during lockage. Follow the directions of the lock operator when using locks or operating in the vicinity of the locks. The lock operator has final authority on the suitability of a craft for lockage. Please refer to U.S. Army Corps of Engineers Safe Lockage Policy for Recreational Craft on the Columbia and Snake Rivers, published separately, for safety requirements. Public notices and other navigation lock information are available on the Internet at: <http://www.nww.usace.army.mil/Missions/Navigation.aspx>. For additional information on this matter or copies of our Safe Lockage policy, call USACE Walla Walla Operations Division at (509) 527-7113 or (509) 527-7115.

Charts: 18541 18545 18546 18547

LNM: 36/15

OREGON - CAPE BLANCO TO YAQUINA HEAD AND OFFSHORE – Cable Laying Operations off the Oregon Coast (Revised from 40/14)

The University of Washington, as part of the Ocean Observatories Initiative (OOI), has installed underwater equipment and high voltage cable in the Pacific Ocean offshore of Pacific City and Newport, OR. This equipment is locally exposed at the seabed and/or in the water column. It is not marked by surface buoys.

Mariners are advised to avoid fishing, towing gear or anchoring in the safety areas centered on the coordinates provided in enclosure (5) of LNM 44/14. The avoidance radius is given in nautical miles and varies for each safety zone.

Positions for the OOI safety zones and submarine cable routes can be provided upon request in various formats including Nobeltec, Olex, Coastal Explorer, kml and GIS. The locations of the OOI underwater infrastructure will be charted in the near future.

For additional information or if you become entangled on the OOI infrastructure, please contact the RSN Hotline at (855) 665-1424 or OFCC cell (503) 440-3569 or email ooi-ofcc@uw.edu or 911@ofcc.com.

Charts: 18003 18580 18600

LNM: 41/14

OREGON – CAPE BLANCO TO YAQUINA HEAD – Submerged scientific moorings

RPS Evans-Hamilton has installed current and wave monitoring instrumentation offshore of Coos Bay, OR. The instruments stand six feet above the seafloor at approximate position 43-22.321N 124-20.543W in 43 feet of water. Two crabpot-type floats, marked "RESEARCH", are deployed to mark the position of the instrumentation. Approximate time of removal will be 18 Nov 15. Mariners are asked to transit the area with caution. For additional information contact Mr. Kevin Redman at 206-526-5622 or email Kevin.Redman@rpsgroup.com.

Chart 18580

LNM: 39/15

OREGON - CAPE BLANCO TO YAQUINA HEAD – Deployment of Subsurface to Surface Buoy on the Oregon Coast

Oregon State University deployed a subsurface to surface research buoy on 21 Apr 14 in position 44-39-30.540N 124-05-53.400W in 82 feet of water. The buoy is yellow and displays a yellow light flashing every 4 seconds (FI Y 4s) when on the surface. This buoy is designed to submerge for the collection of data and then surface to transmit its data. When the buoy is not on the surface it will be near the seafloor. Vessels are asked to not pass closer than 500 yards to the buoy's position. For additional information contact Oregon State University Assistant Professor Michael Vardaro at (541) 737-9350 or at mvardaro@coas.oregonstate.edu.

Charts: 18520 18580

LNM: 16/14

OREGON – APPROACHES TO YAQUINA HEAD – Ocean Sentinel Test Buoy Deployment (revised from LNM 42/13)

Oregon State University has removed part of the temporary research equipment off of Yaquina Head. The Ocean Sentinel has a three point mooring system with associated mooring lines and anchors. Those buoys still deployed are:

Ocean Sentinel NW Anchor Marker Lighted Buoy, FI (5) Y 20s at 44-41-46.740N, 124-07-42.120W
Ocean Sentinel NE Anchor Marker Lighted Buoy, FI (5) Y 20s at 44-41-47.220N, 124-07-34.140W
Ocean Sentinel SE Anchor Marker Lighted Buoy, FI (5) Y 20s at 44-41-46.260N, 124-07-36.120W

OREGON – APPROACHES TO YAQUINA HEAD – Ocean Sentinel Test Buoy Deployment (revised from LNM 42/13)

The subsea and near surface power-communications cable connected between each of the Ocean Sentinel buoys has been removed. Mariners are advised to stay well clear and not transit between these three buoys. For additional information, contact the Environmental Compliance Manager, Mr. Dan Hellin at (541) 737-5452 or email dan.hellin@oregonstate.edu, or visit "NW National Marine Renewable Energy Center" at: <http://nnmrec.oregonstate.edu>.

Chart 18520

LNM: 36/14

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT – Deterioration of the North and South Jetties at the Columbia River Entrance

The North and South Jetties at the Columbia River Entrance have suffered severe deterioration and may no longer be correctly represented upon the nautical charts of the area. Mariners should use caution when transiting in the vicinity of the jetties and the river entrance. The USACE has scheduled critical repairs of the North Jetty for June 2015 through October 2016, and rehabilitation of the South and North Jetties scheduled for the years 2016 through 2019. More information may be found at the USACE Portland District web site: <http://www.nwp.usace.army.mil/Locations/OregonCoast/MouthoftheColumbia.aspx>.

Charts: 18500 18520 18521

LNM: 04/15

COLUMBIA RIVER - HARRINGTON POINT TO CRIMS ISLAND - CATHLAMET CHANNEL - Shoaling

Extensive shoaling has been reported on the west side of the Elochoman Slough entrance near Cathlamet, WA. Mariners should exercise caution when transiting this waterway, and keep to the east side of the channel. Mariners unfamiliar with the area should transit with extreme caution and not rely solely on aids to navigation while in the channel.

Chart 18523

LNM: 19/15

COLUMBIA RIVER – ALDERDALE TO BLALOCK ISLANDS – Global Positioning System (GPS) testing

The Federal Communications Commission has issued a Special Temporary Authorization for GPS testing in Boardman, OR. Testing will be during the period of 01 Sep 15 through 01 Dec 15. The testing will be low power and should not have any effect outside of the test facility. Any mariner that experiences any irregularities with the GPS signal is encouraged to contact the U.S. Coast Guard Navigation Center at 703-313-5900 or email <http://www.navcen.gov/>.

Chart 18537

LNM: 32/15

SNAKE RIVER - LOWER GRANITE RESERVOIR - Juvenile Sturgeon Survey (Revised from LNM 37/15)

Idaho Power is conducting a survey of juvenile sturgeon on the Snake River in Lower Granite Lake from RM 110.9 to RM 138.5 from 03 Oct 15 through 30 Nov 15. The survey will consist of up to 4 sinking style nets that will be positioned on the lake bottom spaced 0.1 miles from each other. The nets may be positioned across the navigation channel over a space of 0.4 miles. The top of the nets will maintain a vertical clearance from the surface of 29 feet. Each net will be marked with at least one fluorescent red buoy at one end of the net with the permit number 14-267a marked on it. The opposite end buoy will be submerged when the net is near the navigation channel. Nets set at night will be marked with flashing white lights (Fl 2s). The nets will be attended by a 25 foot vessel with Fisheries Research placards. The vessel will monitor VHF-FM Ch. 13 and will answer to "Idaho Power Survey Vessel" when hailed. For additional information, contact Mr. Phil Bates at (208) 866-4894 or email pbates@idahopower.com.

The survey will also consist of set line gear placed on the bottom of the water column. This gear will be tied to the shoreline or near shore areas. There will be no buoys attached to this gear in the navigation channel. This portion of the study will take place seven days a week during both day time and night time hours. The lines will be attended by a 22 foot vessel with "Fisheries Research" placards, which will monitor VHF-FM Ch. 13, and will answer to "Columbia Research Vessel" when hailed. For additional information, contact Mr. Tyson Jerald 509-679-0384 or email tysonjerald@columbiaresearchonline.com.

LNM: 40/15

COLUMBIA RIVER AND SNAKE RIVER – SENECA DGPS SITE – DGPS Off-air time

The U.S. Coast Guard Navigation Center has approved off-air time at the Seneca, OR, DGPS site to conduct preventive maintenance, from 0900 to 1100 on 05 Nov 15, with an alternate date from 0900 to 1100 on 06 Nov 15. There will be minimal loss of coverage during these times. For additional information or objections, contact the USCG Navigation Center DGPS Operations at (703) 313-5902 or <http://www.navcen.uscg.gov/?pageName=dgpsSiteInfo¤tOutages>.

LNM: 40/15

OREGON AND WASHINGTON COAST – NOAA Deployment of acoustic recorder sub-surface research moorings

NOAA has deployed numerous acoustic recorder research sub-surface moorings in the locations listed in Enclosure (4) of LNM 08/15. All moorings will be in their present locations until approximately January 2016. NOAA is requesting that mariners not conduct fishing, trawling or towing operations within 500 yards from the mooring positions. For additional information, contact Dr. Brad Hanson of the Northwest Fisheries Science Center at (206) 860-3220 (Office), (206) 300-0282 (Cell), or email brad.hanson@noaa.gov.

Charts: 18007 18010

LNM: 05/15

WASHINGTON - APPROACHES TO ADMIRALTY INLET - DUNGENESS TO OAK BAY – Temporary Equipment Deployment (Revised from LNM 27/15)

The Pacific Northwest National Laboratory has temporarily deployed submerged scientific equipment in the entrance to Sequim Bay in approximate position 48-04-45.412N, 123-02-41.280W. The submerged equipment will be in place until approximately 01 Mar 16. Cables run from the equipment to the dock just west of its position on the seafloor and will be marked by two white warning buoys, one to the north and one to the south. Vessels are asked to not pass between the buoys and keep a minimum of 20 yards to from both buoys. For more information contact Ms. Susan Southard, (360) 681-3615 or sue.southard@pnnl.gov.

**WASHINGTON - APPROACHES TO ADMIRALTY INLET - DUNGENESS TO OAK BAY – Temporary Equipment Deployment
(Revised from LNM 27/15)**

Chart 18471

LNM: 39/15

WASHINGTON – PUGET SOUND – ENTRANCE TO HOOD CANAL – Port Gamble marine demolition and construction

Orion Marine Contractors, Inc. will be performing pile removal, demolition of structures, and dredging at the former mill site located at the northwest corner of Port Gamble entrance over two in water work seasons. Operations run through January 2016 for season one then again from July 2016 through January 2017 for season two. Work times will be 0600-1900, Monday through Friday. Loaded material barges will transit through the entrance to Port Gamble from work locations on both sides of the former mill site. All vessels will spudded down out of the channel during non-work hours and will be marked in accordance with the navigation rules. Mariners are requested to reduce speed through the work area and stay clear. The crane barge and tug Redwood City will be operating at the site and will monitor VHF-FM ch. 13 and 14. For additional information please contact Mr. Justin Strong at (253) 552-1140 or email jstrong@orionmarinegroup.com.

Chart 18477

LNM: 36/15

WASHINGTON – PUGET SOUND – NORTHERN PART – HOOD CANAL – Bangor Pier Construction (revised from LNM 36/12)

Construction of the Explosives Handling Wharf (EHW) #2 at Bangor Submarine Base at approximate position 46-45-09N 122-43-23W is being conducted until 09 Jan 16. There may be up to eight anchor buoys and two mooring buoys deployed in the area immediately surrounding the work site. Mariners can expect material barges, crane barges, tug-push boats, and work skiffs within the vicinity of the EHW piers. The majority of activity will occur within the floating security barrier. Mariners are requested to transit at a slow speed and reduce wake. Working vessels will monitor VHF-FM Channels 18A and 88A. For more information, contact Mr. Pat Moore at (360) 598-2325 ext. 112 or (757) 620-8054.

Chart 18458

LNM: 31/14

WASHINGTON – TACOMA HARBOR – Port of Tacoma Pier 4 removal (Revised from LNM 21/15)

Orion Marine Group will remove pier four in the Blair Waterway in Tacoma, WA, from 11 Jun 15 through 22 Dec 15. Construction work hours are 0600 to 1800 Monday through Saturday. Derrick barge DB Rainier will be secured in place with spuds and maneuvering anchors that will be located at the edge of the waterway. The maneuvering anchor's cables will be slacked when not in use. Tugs Skagit and possibly Fury will be operating in support of the project. The derrick barge will dismantle the pier, pull the existing pilings and dredge the area where the pier stood. All barges will be lighted on all four corners with steady burning white lights. DB Rainier will stand by on VHF-FM ch. 13, 14, and 66. Dredging operations will begin on 17 Aug 15 and run through December 2015. Loaded dump scows will be pushed from the project site to the Commencement Bay open water disposal site located at 47-18.21N 122-27.91W where they will be dumped or to Orion's transload facility located at the APM Terminal on the Sitcum Waterway for upland disposal. For additional information please contact Mr. Justin Strong at (253) 301-7872 or email jstrong@orionmarinegroup.com.

Chart 18453

LNM: 31/15

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – Boundary Bay, Semiahmoo Bay, Hale Passage, Bellingham Channel, Bellingham Bay, Bellingham area Waterways Survey

The U.S. Coast Guard is conducting a user survey for Bellingham area in Washington State. The U.S. Coast Guard uses Waterways Analysis and Management Systems (WAMS) to validate the adequacy of the existing aids to navigation (AtoN) system, as well as to get a better understanding of the uses of each waterway and general safety issues. WAMS focuses on the waterway's present AtoN system, marine casualty information, port and harbor resources, changes in recreational and commercial marine vessel usage and future development and dredging projects. The survey is available at the Coast Guard District 13 WAMS website <http://www.uscg.mil/d13/dpw/wams.asp>. The deadline for survey entries will be 30 Nov 15. For additional information please contact LT Jeff Hiatt at (206) 220-7283 or email D13-PF-LNM@uscg.mil.

Chart 18421

LNM: 39/15

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – FRIDAY HARBOR – Scientific Seafloor Equipment Deployment

Cornell University has deployed scientific seafloor equipment near the University of Washington Friday Harbor Labs dock. The equipment consists of four hydrophone mounts that extend four feet above the seafloor with a series of cables connecting them to a shore side facility. All associated equipment is scheduled to be removed by 15 Feb 18. Details of locations for the equipment and cables are shown in enclosure (4) of LNM 45/14. Mariners are advised to avoid dragging or deploying gear near these locations. For additional information, contact Mr. Charles H. Greene at (607) 275-1662 or email chg2@cornell.edu.

Chart 18434

LNM: 38/14

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – HARO STRAIT – Acoustic Recorder Deployed

Acoustic recorders have been set at three locations in Haro Strait, and will be in place until further notice. Mariners are advised to avoid dragging or deploying gear near these locations. The recorders are at the following positions:

48-30-51.73N 123-09-00.36W, 6 feet above the bottom
48-30-27.63N 123-11-54.35W, 50 meters below the surface
48-30-26.72N 123-11-50.69W, 40 meters above the bottom

Chart 18433

LNM: 23/13

WASHINGTON – STRAIT OF JUAN DE FUCA AND BOUNDARY PASS – Temporary Subsurface Buoy Deployment

Subsurface oceanographic mooring buoys extending 10 meters above the ocean floor have been temporarily set at the following positions until further notice. Mariners are advised to avoid dragging or deploying gear near these locations:

WASHINGTON – STRAIT OF JUAN DE FUCA AND BOUNDARY PASS – Temporary Subsurface Buoy Deployment

48-21.639N, 124-13.813W

48-30.499N, 124-45.027W

48-45.978N, 123-02.413W

Charts: 18431 18432 18460 18480

LNM: 18/13

IDAHO – ST. JOE RIVER – Environmental dredging and bank restoration

Sevenson Environmental Services, Inc. will be conducting environmental dredging, sediment sand capping, and bank restoration work from 19 Jun 15 through 20 Nov 15 on the south shore of the St. Joe river, 1300 feet west of Aqua Park in St. Maries, ID. A sheet piling enclosure will be erected along the shoreline. Two barges with a crane and a hydraulic excavator aboard will conduct the operation seven days a week, twenty four hours a day. Three additional barges will be on scene for debris removal. All barges will use hydraulic spuds for anchorage and will be lighted with steady burning white lights on the corners at night. The tug Channel Cat will be on station, standing by on VHF-FM ch.13 and 16. For additional information, contact Mr. Jack Brueckl at (719) 609-2285 or email JBrueckl@sevenson.com and Mr. Dan Dragonette at (716) 609-0571.

LNM: 20/15

U.S. COAST GUARD NATIONWIDE AUTOMATIC IDENTIFICATION SYSTEM (NAIS) NETWORK TESTING

On 10 Aug 15, the U.S. Coast Guard began AIS Application Specific Message (AIS-ASM) testing. The test transmissions will occur between 0001-2359Z, 7 days a week. The test messages can be identified by their Maritime Mobile Service (MMSI) number: 300669139 or 00366613 and by the words "USCG TEST" within the contents of the message. Mariners are requested to contact the USCG Navigation Center at 1-703-313-5900 or TIS-PF-NISWS@uscg.mil with any questions, comments, or to report any safety and/or operational impacts caused by this testing. Application Specific Messages to be tested include: messages 6, 8, 25, and 26, DAC=367, FI's=22, 29, 33, 35; AIS Safety Related Text (SRM) messages: 8 (DAC=001, FI=0) and 14. The messages will be of various lengths, using repetitions of the text "USCG TEST". For further information on AIS messages, DACs, and FI's visit <http://www.navcen.uscg.gov/?pageName=AIMessages>. If you have any questions, please contact Mr. Freddy Montoya at freddy.l.montoya@uscg.mil, tel: (757) 686-4035.

LNM: 31/15

REDUCED COVERAGE OF NATIONWIDE DIFFERENTIAL GLOBAL POSITIONING SYSTEM (NDGPS)

The U.S. Coast Guard, the U.S. Army Corps of Engineers (USACE), and the U.S. Department of Transportation (DOT) seek comment on a proposal to reduce coverage provided by the Nationwide Differential Global Positioning System (NDGPS). The proposal calls for the shutdown and decommissioning of 62 DGPS sites, leaving 22 operational sites available to users in coastal areas. Termination of the NDGPS broadcast at these sites is planned to occur on 15 Jan 16. Comments must be received by 16 Nov 15. The full notice and directions on submitting comments can be found via this link: <https://www.federalregister.gov/articles/2015/08/18/2015-20401/nationwide-differential-global-positioning-system-ndgps>

LNM: 33/15

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
15860	COW POINT REACH RANGE J FRONT LIGHT						Remove from list. 44/15
							*
15865	COW POINT REACH RANGE J REAR LIGHT						Remove from list. 44/15
							*
15882	ABERDEEN REACH LIGHT 240 yards outside channel.	46-57-51.758N 123-49-02.749W	Fl W 4s	17	3	NB on multi-pile structure.	44/15
*	*	*	*	*	*	*	*
16309	PORT ANGELES TERMINAL 2 LIGHT 2	48-07-20.794N 123-25-49.170W	Fl R 2.5s			On pier.	Private Aid. 44/15
			*				
16405	<i>Puget Sound Traffic Separation Lane Lighted Buoy SA</i>	48-11-27.347N 122-49-47.622W	Fl Y 2.5s		5	Yellow.	RACON: M (- -) 44/15
					*		

ENCLOSURES

Enclosure 1

OREGON - WASHINGTON - IDAHO - MONTANA - Summary of Bridge Lighting Discrepancies and Corrections

LNM: 44/15

Enclosure 2

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 44/15

Enclosure 3

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 44/15

Enclosure 4

SR-520 West Navigation Channel Change

LNM: 42/15

Enclosure 5

Safety and Security Zones

LNM: 44/15

If you have any questions, comments, or need additional information concerning this or other LNMs (e.g. additions, deletions, corrections) contact the address or phone number on the front page.

LCDR Michele L. Schallip
Chief, Waterways Management Branch
Thirteenth Coast Guard District

BRIDGE LIGHTING DISCREPANCIES AND CORRECTIONS

Enclosure (1)

BRIDGE LIGHTING DISCREPANCIES						
Waterway	Light List #	Bridge Name	Location	Status	Date Reported	BNM
OREGON COAST						
Umpqua River	9369	CO&P RR Bridge	Reedsport, OR	Upriver red pier Lt extinguished	08/13/2015	0694-15
Siuslaw River	9573	CO&P RR Bridge	Acme, OR	Multiple lights extinguished	10/28/2015	0927-15
COLUMBIA RIVER						
Cowlitz River	14843	Harry Morgan Bridge	Longview, WA	Multiple lights extinguished	05/08/2015	0424-15
Columbia River	11933	Hood River Bridge	Hood River, OR	Draw span damaged, unable to open ETR unknown	10/21/2015	0909-15
SNAKE RIVER						
Lake Herbert G. West	13612	Lyons Ferry Highway Bridge	Starbuck, WA	All lights extinguished	10/25/2015	0921-15
WILLAMETTE RIVER						
None						
WASHINGTON COAST						
None						
PUGET SOUND						
Pickering Passage	18454.5	Hartstene Island Bride	Shelton, WA	Multiple red lights reported extinguished	09/18/2015	0817-15
IDAHO						
None						
BRIDGE LIGHTING CORRECTIONS						
Waterway		Bridge Name	Location	Status	Date Reported	BNM
OREGON COAST						
None						
COLUMBIA RIVER						
None						
SNAKE RIVER						
None						
WILLAMETTE RIVER						
None						
WASHINGTON COAST						
None						
PUGET SOUND						
None						
IDAHO						
None						

Dredging operations are scheduled or in progress at the following locations:

Start Date	End Date	Times	Location	Dredge Vessel	Assist Vessel	Channels Monitored	Disposal Area	LNM
27-Oct-15	14-Feb-16	24 Hrs, Mon-Sat	Coos Bay (RM 11+00 to 12+32)	M/V DB Seattle	M/V Star Marine	VHF-FM 13 & 16	ODMDS H & OS F	41/15
25-Sep-15	6-Nov-15	24 Hrs, 7 Days	Columbia River; St. Helens (RM 85+00 to 87+00)	M/V Oregon	M/V Clackamas M/V Ivanoff M/V WL Williams	VHF-FM 13 & 16	Sand Island	38/15
3-Nov-15	13-Nov-15	24 Hrs, 7 Days	Columbia River; Eureka Bar (RM 51+20 to 52+00)	M/V Yaquina	None	VHF-FM 13 & 16	RM 51-53	44/15
3-Nov-15	13-Nov-15	24 Hrs, 7 Days	Columbia River; Gull Island Bar (RM 54+15 to 54+45)	M/V Yaquina	None	VHF-FM 13 & 16	RM 53-55	44/15
3-Nov-15	13-Nov-15	24 Hrs, 7 Days	Columbia River; Slaughters Turning Basin (RM 66+40 to 67+00)	M/V Yaquina	None	VHF-FM 13 & 16	RM 66-69	44/15
3-Nov-15	13-Nov-15	24 Hrs, 7 Days	Columbia River; Lower & Upper Dobelbower (RM 68+00 to 72+40)	M/V Yaquina	None	VHF-FM 13 & 16	RM 67-74	44/15
3-Nov-15	13-Nov-15	24 Hrs, 7 Days	Columbia River; Kalama (RM 73+15 to 75+15)	M/V Yaquina	None	VHF-FM 13 & 16	O-75.1-SW O-73.2-FL	44/15
1-Nov-15	13-Nov-15	24 Hrs, 7 Days	Columbia River; Lower Martin (RM 77+00 to 81+10)	M/V Yaquina	None	VHF-FM 13 & 16	RM 77-80	44/15
5-Oct-15	10-Nov-15	0700 to 1700 Mon - Thur	Columbia River; Port of Vancouver Grain Terminal (Berths 2, 3, 4, 5, 7, 8 & 9)	M/V JBT 14 M/V JBT 16	M/V Duchess B M/V Sarah B M/V Princess	VHF-FM 13 & 16	Upland Facility	39/15
17-Aug-15	31-Dec-15	24 Hrs, 7 Days	Quillayute River: (RM 3+00 to RM 32+00, Boat Basin, USCG Dock)	M/V Renegade	M/V Buccaneer	VHF-FM 13, 16 & 79	TBD	37/15
25-Sep-15	30-Nov-15	24 Hrs, 7 Days	Tacoma Harbor; Blair Waterway, Port of Tacoma Pier 4	M/V DB Rainier	M/V Skagit	VHF-FM 13 & 16	OWDS	31/15
21-Oct-15	30-Nov-15	24 Hrs, 7 Days	Snohomish River; Port of Everett	M/V Sea Horse	M/V Island Wind	VHF-FM 13, 16 & 69	OWDS	40/15
1-Aug-15	8-Jun-16	24 Hrs, 7 Days	Whatcom Waterway, Bellingham; BST Dock, Log Pond, GP Dock & Inner Waterway	M/V Palouse M/V Mulketio	MV Skagit & M/V Dungeness	VHF-FM 13 & 16	Upland	31/15

Dredging Sites are subject to change dependant upon weather conditions and Gill Net Fisheries. Any Location listed may be used during the time period of September, although operations at each site may be limited to only a few days.

Mariners are advised that the start and ending dates for dredging activities may vary due to unforeseen on-site conditions, weather and other factors.

The US Army Corps of Engineer dredges request mariners transit at their slowest safe speed to minimize wake when in the vicinity of a dredge and proceed after passing arrangements have been made. Vessel (s) and/or equipment may encroach into the channel.

MARINE EVENTS

Enclosure (3)

SECTOR COLUMBIA RIVER MARINE EVENTS			
EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
11-Nov-15	1800-1830	Veterans Day Celebration	Columbia River, The Dalles, OR
SECTOR PUGET SOUND MARINE EVENTS			
EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
07-Nov-15	1000-1600	Saturday Series	Sequim Bay
07-Nov-15	1025-1630	Winter Series Race	Puget Sound East Passage
08-Nov-15	1300-1700	2015 Fall Nitecap Series	Port Townsend Bay
08-Nov-15	0700-1300	Head of The Lake	Lake Union/Portage Bay/Union Bay
14-Nov-15	1000-1600	Saturday Series	Sequim Bay
14-Nov-15	1000-1700	SBYC Snowbird	Shilshole to blakely rock
21-Nov-15	0900-2000	CYC Turkey Bowl	Shilshole Bay
21-Nov-15	1000-1600	Saturday Series	Sequim Bay
21-Nov-15	1025-1630	Winter Series Race	Puget Sound East Passage
22-Nov-15	0900-2000	CYC Turkey Bowl	Shilshole Bay
28-Nov-15	1000-1600	Saturday Series	Sequim Bay

SR 520 Bridge Replacement and HOV Program

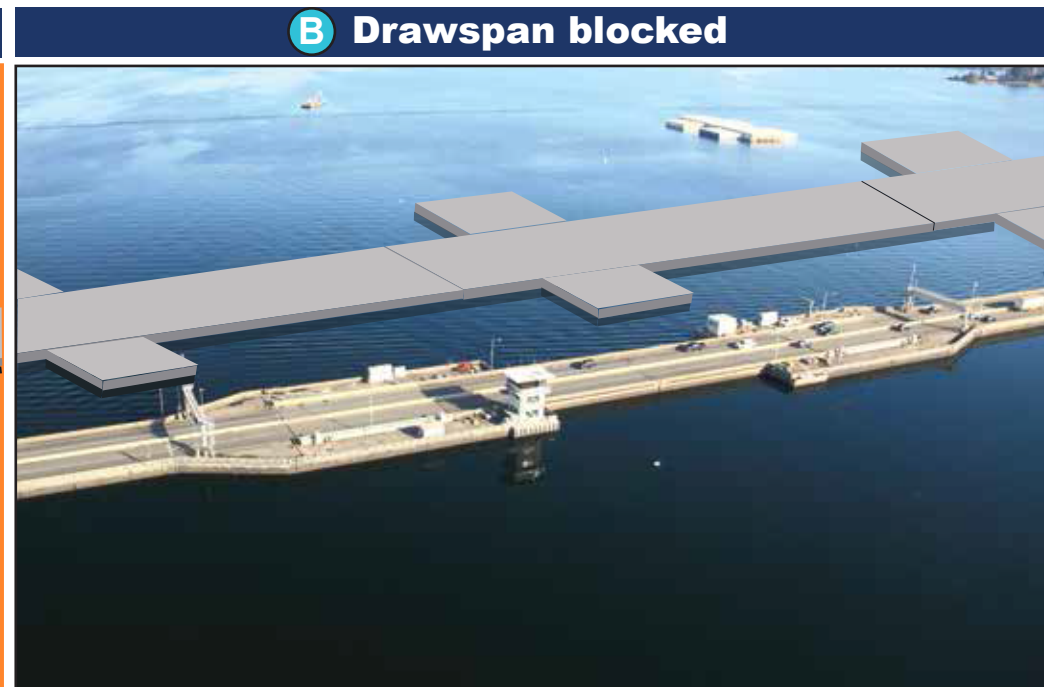
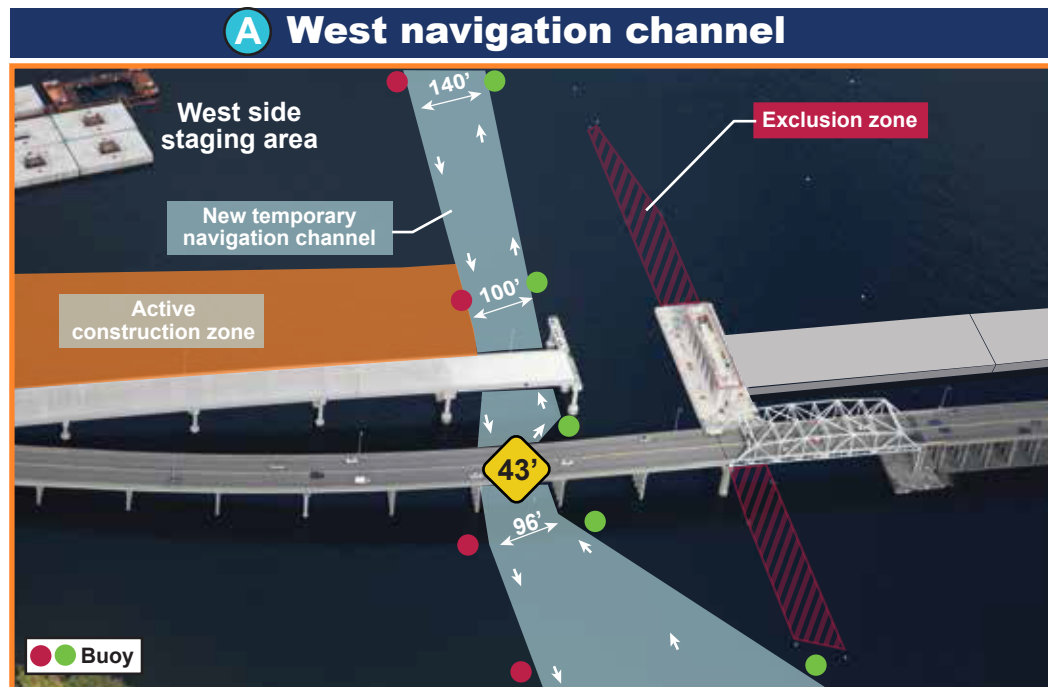


I-5 to Medina: Bridge Replacement and HOV Project

Navigation changes on Lake Washington at SR 520

October 2015

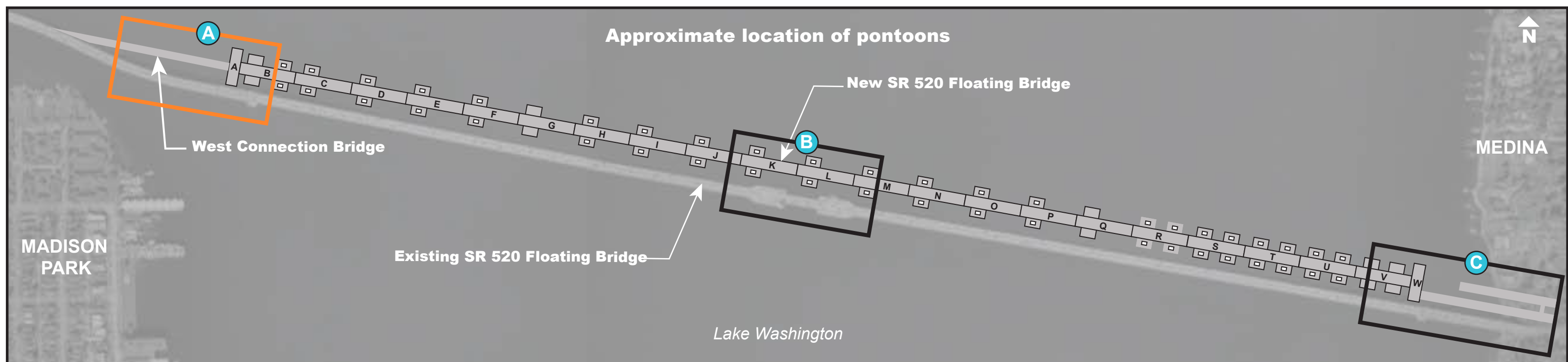
UPDATE: Temporary narrowing of west navigation channel for West Approach Bridge North (WABN) construction activities

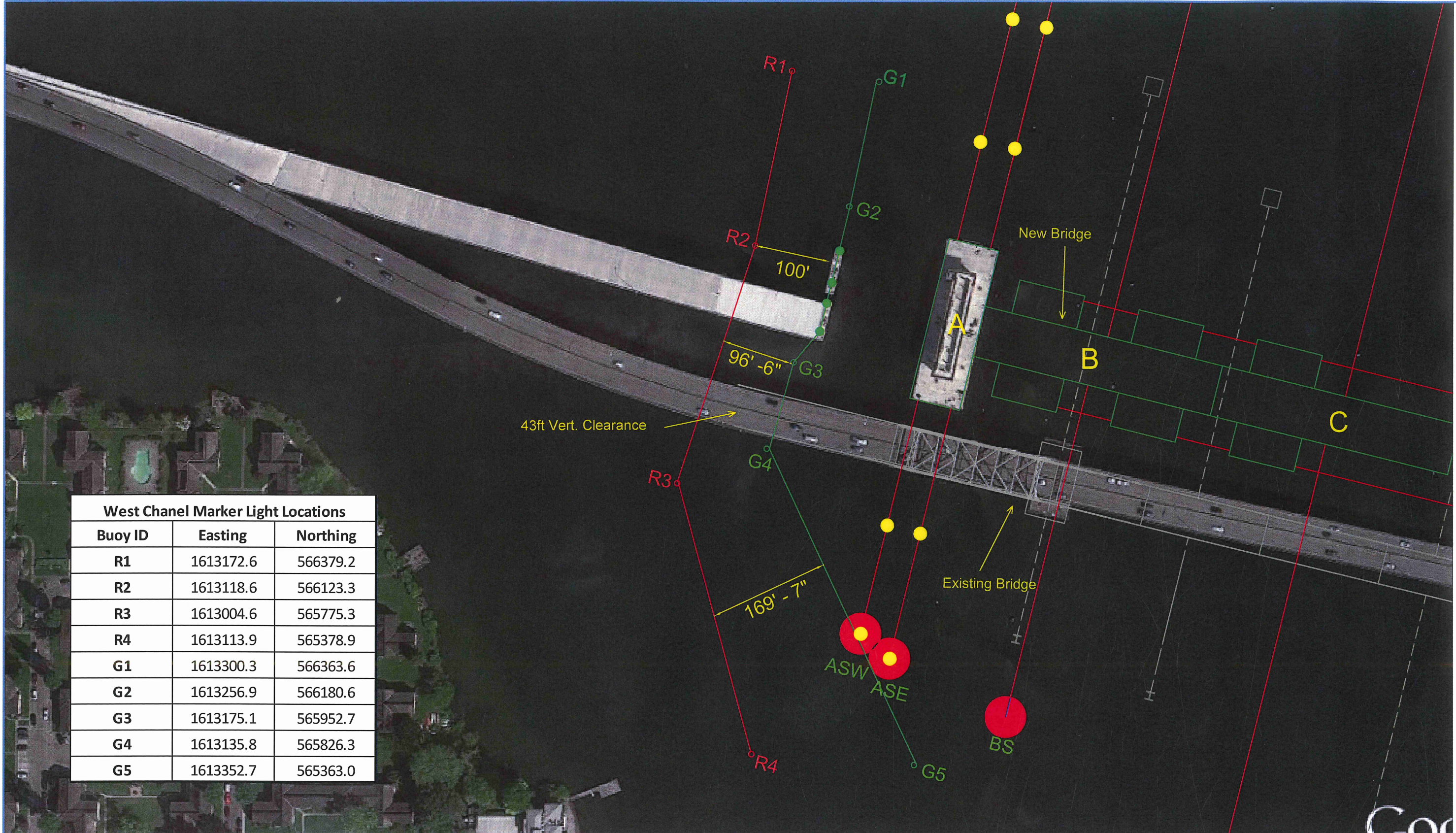


To accommodate WABN construction activities, crews are temporarily narrowing the area of the west navigation channel near the WABN construction zone approximately 40 feet.

Drawspan blocked as of Feb. 17, 2015

East navigation channel open





West Chanel Marker Light Locations		
Buoy ID	Easting	Northing
R1	1613172.6	566379.2
R2	1613118.6	566123.3
R3	1613004.6	565775.3
R4	1613113.9	565378.9
G1	1613300.3	566363.6
G2	1613256.9	566180.6
G3	1613175.1	565952.7
G4	1613135.8	565826.3
G5	1613352.7	565363.0

● Regulatory Buoy

West Navigation Channel

PROJECT

SR 520 Floating Bridge & Landings

Dwg New West Channel 10/20/15		Rev. —
Scale Noted		
Dwn by MS	-	
Chk by -	-	
Sheet 1 of 1		

N:\11\11.dwg

SAFETY AND SECURITY ZONES

Washington - Tank Ship Protection 33 CFR 165.1313

Do not approach within 100 yards of any Tank Ship. No vessel or person is allowed within 100 yards of a tank ship, unless authorized by the on-scene official patrol or tank ship master. If you need to pass within 100 yards of a Tank ship, in order to ensure a safe passage and in accordance with the Navigation Rules, you must contact the Tank Ship on VHF-FM channel 16. When within a tank ship security zone all vessels shall operate at the minimum speed necessary to maintain a safe course and shall proceed as directed by the on-scene official patrol or tank ship master.

Washington - Large Passenger Protection 33 CFR 165.1317

When within a large passenger vessel security and safety zone all vessels must operate at minimum speed necessary to maintain a safe course and must proceed as directed by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 100 yards of a large passenger vessel that is underway or at anchor, unless authorized by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 25 yards of a large passenger vessel that is moored.

Oregon - Large Passenger Protection 33 CFR 165.1318

When within a large passenger vessel security and safety zone all vessels must operate at minimum speed necessary to maintain a safe course and must proceed as directed by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 100 yards of a large passenger vessel that is underway or at anchor, unless authorized by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 25 yards of a large passenger vessel that is moored.

Washington – Protection of Military Cargo - Naval Vessel Protection Zone 33 CFR 165.1321

Do not approach within 100 yards of any U.S. Naval Vessel. Within 500 yards of operation of the U.S. Naval Vessel you must transit at minimum safe operating speed. If you need to pass within 100 yards of a U.S. Naval Vessel, in order to ensure a safe passage and in accordance with the Navigation Rules, you must contact the U.S. Naval Vessel or the Coast Guard escort vessel on VHF-FM channel 16. Vessels 20 meters or greater in length should seek permission from the COTP or a Designated Representative at least 4 hours in advance. Vessel less than 20 meters in length should seek permission at least 1 hour in advance. VTS Puget Sound may be reached on VHF-FM channel 14.

Washington - Elliot Bay – Cruise Ship Protection - Pier 91 33 CFR 165.1324

The Captain of the Port, Puget Sound has established the following areas as safety zones: All waters extending 1,000 yards due south from the end of Pier 91, to be in effect only during the arrival or departure of Large Passenger Cruise Vessels at Pier 91, Seattle, Washington. Additionally, a safety zone encompassing all waters within 100 yards surrounding Pier 91, Seattle, Washington is in effect when a Large Passenger Cruise Vessel is moored at Pier 91. In accordance with the general regulations in 33 CFR Part 165, Subpart D, no person or vessel may enter or remain in this security and safety zone, except for vessels authorized by the Captain of the Port or Designated Representatives.

Washington – Escorted U.S. Navy submarines in Sector Seattle COTP Zone 33 CFR 165.1327

The following area is a security zone: All waters within 1000 yards of any U.S. Navy submarine that is operating in the Sector Puget Sound Captain of the Port Zone, as defined in 33 CFR Section 3.65–10, and is being escorted by the Coast Guard. In accordance with the general regulations in 33 CFR Section 165, Subpart D, no person or vessel may enter or remain in the security zone created by paragraph (a) of this section unless authorized by the Coast Guard patrol commander. The Coast Guard patrol commander will coordinate with Vessel Traffic System users on a case-by-case basis to make appropriate passing arrangements under the circumstances. 33 CFR Section 165, Subpart D, contains additional provisions applicable to the security zone created in paragraph (a) of this section. The Coast Guard security escort will attempt, when necessary and practicable, to notify any persons or vessels inside or in the vicinity of the security zone created in this section of its existence via VHF Channel 16 and/or any other means reasonably available.

Washington – U.S. Navy submarines in Hood Canal RNA 33 CFR 165.1328

The following area is a regulated navigation area (RNA): All waters of the Hood Canal in the State of Washington whenever any U.S. Navy submarine is operating in the Hood Canal and is being escorted by the Coast Guard. For purposes of this section, "Hood Canal" means all waters of Hood Canal, including Dabob Bay, located between two lines with the first line connecting positions 47°37.9' N, 122°57.1' W and 47°37.9' N, 122°52.9' W and the second line connecting positions 48°00.7' N, 122°41.0' W and 47°56.4' N, 122°36.9' W. Regulations. All persons and vessels located within the RNA created by this section shall follow all lawful orders and/or directions given to them by Coast Guard security escort personnel. 33 CFR Section 165, Subpart B, contains additional provisions applicable to the RNA created in this section. The Coast Guard security escort will attempt, when necessary and practicable, to notify any persons or vessels in the RNA created in this section of its existence via VHF Channel 16 and/or any other means reasonably available.

Washington – Elliot Bay – Pier 36 Security Zone 33 CFR 165. 1334

The Coast Guard has established a security zone at U.S. Coast Guard (USCG) Base Support Unit Seattle, Pier 36, Elliot Bay, Seattle, WA. This permanent security zone is necessary to protect military and visiting foreign vessels, waterfront facilities, and the maritime public from destruction, loss, or injury from sabotage, subversive acts, or other malicious acts of a similar nature. Entry into or movement within this security zone is prohibited without the permission of the Captain of the Port or a Designated Representative. 165.1334 Security Zone; U.S. Coast Guard BSU Seattle, Pier 36, Elliot Bay, Seattle, WA. (a) Location: The following area is a security zone: all waters east of a line from 47-35.450°N 122-20.585°W to 47-35.409°N 122-20.585°W at Pier 36, Elliot Bay, Seattle, WA. (b) Regulations: In accordance with the general regulations in 33 CFR Part 165, Subpart D, no vessel may enter, transit, moor, or anchor within this security zone located at Pier 36, Elliot Bay, WA, except for vessels authorized by the Captain of the Port or Designated Representative. (c) Authorization: To request authorization to operate within this security zone, contact United States Coast Guard Sector Puget Sound Joint Harbor Operations Center at 206-217-6001.